



# WELCOME

## I-80 TRUCK LANE AND WILDLIFE IMPROVEMENTS PUBLIC OPEN HOUSE

**THE EVENT IS STRAIGHT AHEAD IN THE GYMNASIUM.**

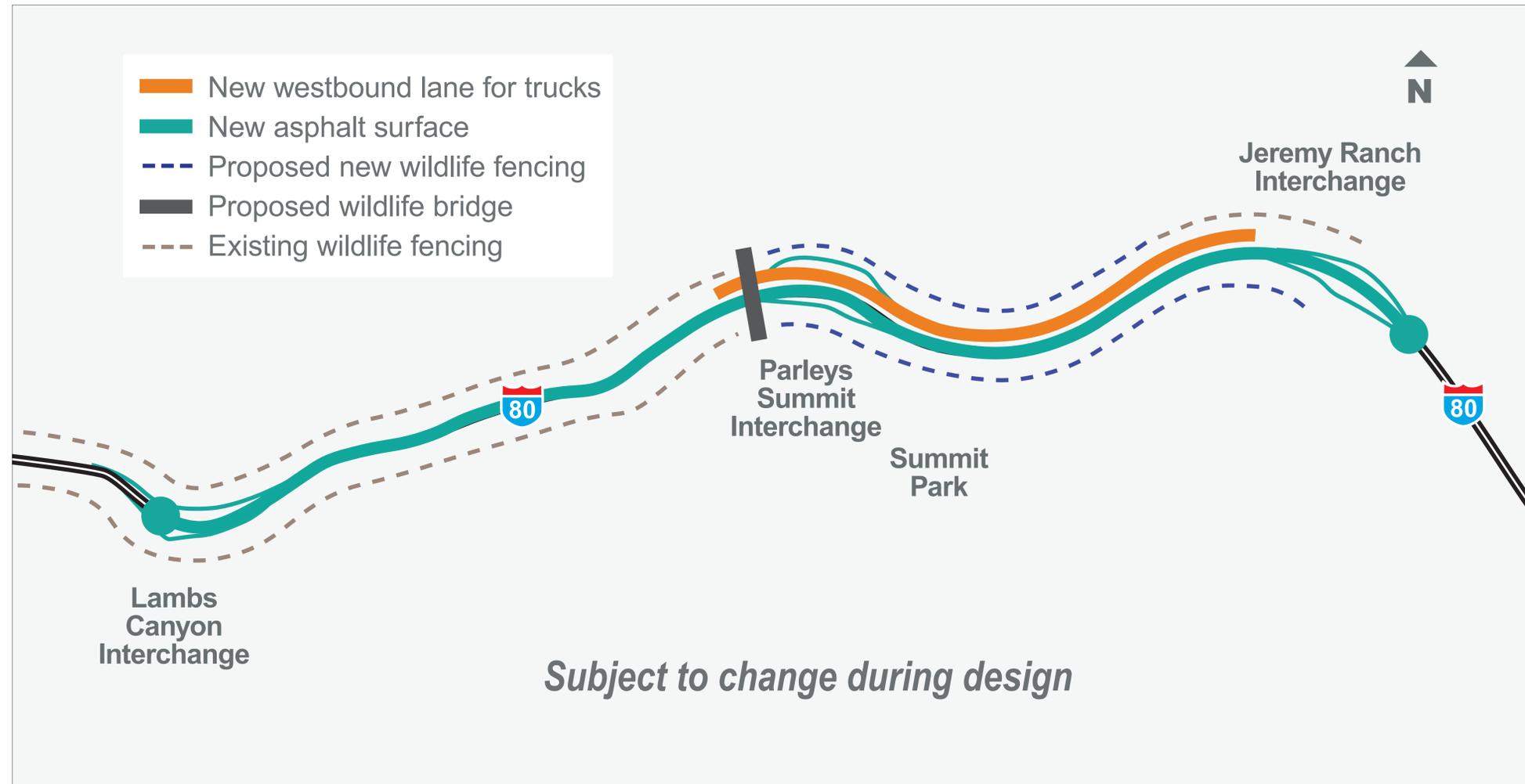


# WELCOME

## I-80 TRUCK LANE AND WILDLIFE IMPROVEMENTS PUBLIC OPEN HOUSE



# PROJECT MAP

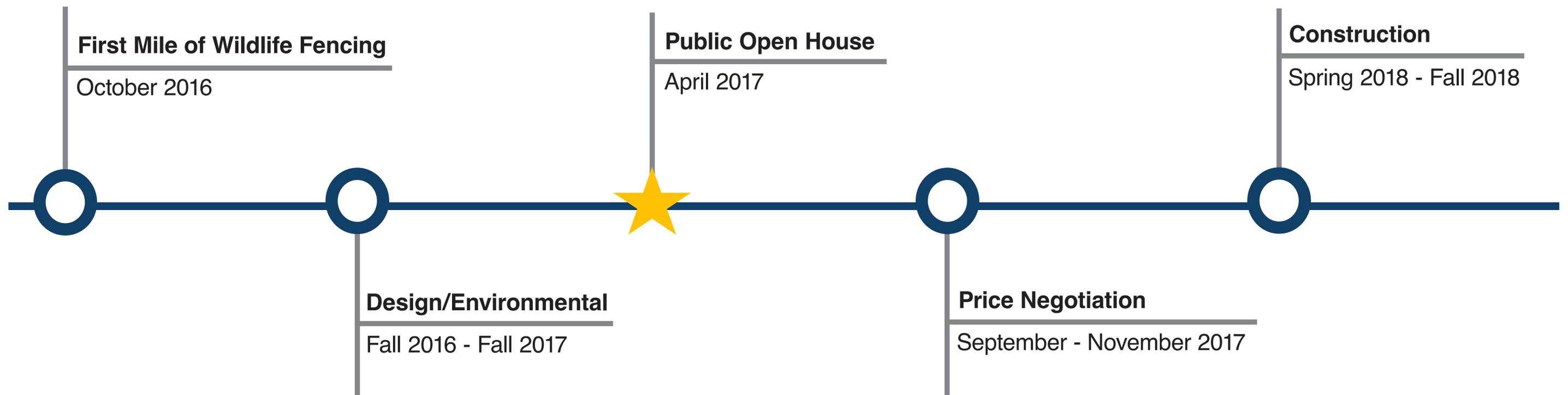


**Truck lane, paving and fencing: \$17M - Federally funded**  
**Wildlife bridge: \$5M - Federally funded**

*(funding becomes available fall 2017)*



# PROJECT SCHEDULE



*Schedule is subject to change during the environmental review and design.*



# INNOVATIVE ELEMENTS

## CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)

UDOT hires the contractor during the design phase to provide feedback early in the project regarding constructability, schedule, costs and other components. This delivery method allows UDOT and the contractor to complete work in less time and at a lower cost than traditional methods.



## 3D DESIGN

This will be one of the first UDOT projects to use all electronic 3D plan sets. This innovative approach, which replaces paper plans, allows for a more efficient transition from design to construction, streamlining reviews and revisions. These plans are more precise and help crews and stakeholders visualize more effectively what a finished project will look like.



## ROADWAY IMPROVEMENTS

- ▶ The new truck lane will reduce congestion and delays on the freeway, improving travel between Salt Lake City and Park City/Summit County as well as the Uintah Basin.
- ▶ More than 16,000 trucks per day use this section of I-80 and will benefit from the additional lane to help them climb to the summit.
- ▶ This project also includes asphalt repaving in each direction of I-80 from Lambs Canyon to Jeremy Ranch to provide a smoother ride for drivers.



Salt Lake County

Summit County

Lamb's Canyon Interchange



Proposed Wildlife Bridge



Parley's Summit Interchange



Jeremy Ranch Interchange

End Project

Summit Park

Begin Project

Salt Lake County

Summit County

-  New Asphalt Surface
  -  New Westbound Lane for Trucks
  -  Proposed Wildlife Fencing
  -  Proposed Wildlife Bridge
  -  Potential Noisewall
- Subject to change during design.

# WILDLIFE FENCING

## 2016 Improvements

- ▶ Partnership with Save People Save Wildlife
  - ▶ \$50,000 in private donations
- ▶ One mile of wildlife fencing near Jeremy Ranch
- ▶ Wildlife escape ramp
- ▶ New wildlife crossing sign with flashing lights

## 2017 - 2018 Improvements

- ▶ Complete fencing on north and south sides of interstate between Jeremy Ranch and the new wildlife bridge
- ▶ Additional wildlife escape ramps



*Subject to change during the environmental review and design.*



# PROPOSED WILDLIFE BRIDGE



**45 feet wide**

**345 feet long**

**19 feet above I-80**

**Located just west of the Parleys**

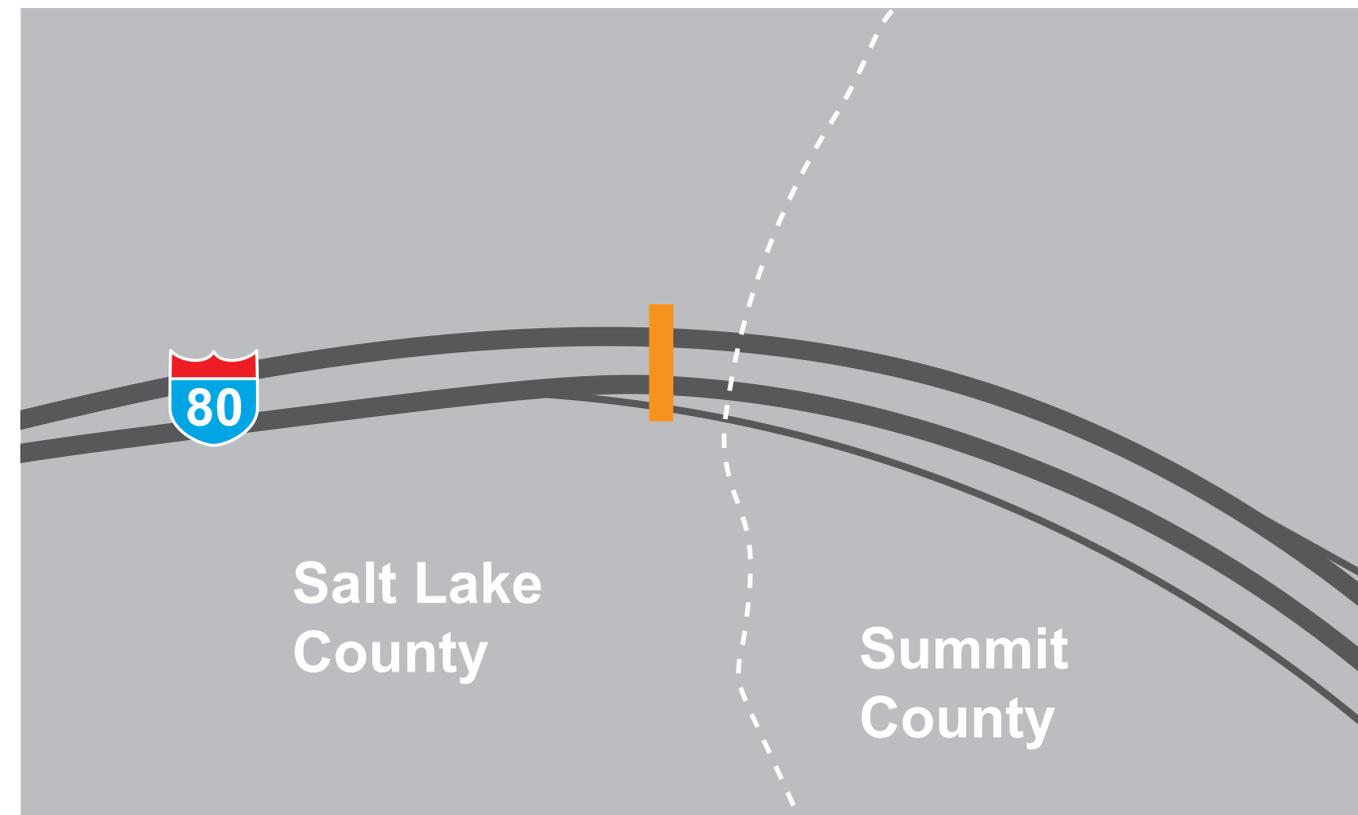
**Summit interchange**

*Subject to change during the environmental review and design.*

# PROPOSED WILDLIFE BRIDGE

## Benefits of Proposed Location

- ▶ Concentration of wildlife/vehicle collisions in the area
- ▶ No planned adjacent land use restrictions; less potential for future development
- ▶ Topography allows for best placement in harmony with surrounding terrain
- ▶ Locations farther west would require underpass; overpasses have been shown to be more effective for wildlife



*Subject to change during the environmental review and design.*



# PURPOSE AND NEED

## Purpose

The purpose of the project is to address safety issues associated with semi-truck congestion, reduce the potential for wildlife/motorist incidents, and address aging pavement conditions.

## Need

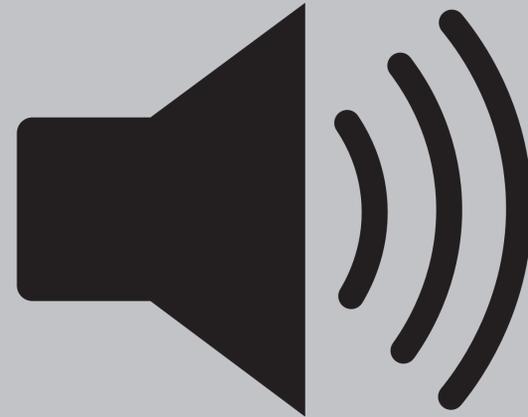
- ▶ Semi-trucks slow down and block traffic creating unsafe driving conditions from Jeremy Ranch to Summit Park as a result of the steep grade. This creates unsafe driving conditions.
- ▶ This area of I-80 is a major wildlife migration corridor for large mammals such as moose, elk, and deer. These species access the interstate, creating unsafe conditions for the animals and drivers.
- ▶ Pavement needs maintenance from approximate MP 136.0 to 142.1.

# ENVIRONMENTAL ANALYSIS



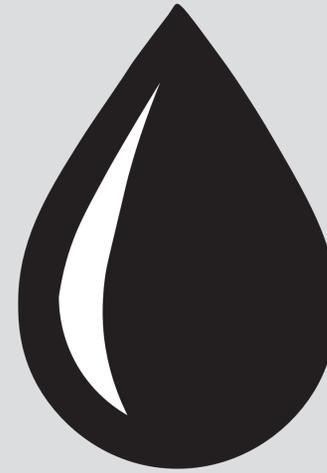
## Threatened and Endangered Species/ Wildlife

No impacts. Fencing and wildlife bridge will be a benefit.



## Noise Impacts

Noise will increase as a result of the new truck lane. One potential noise wall will be evaluated and balloted.



## Waters of the U.S.

Less than 1/2-acre of impact to wetlands.



## Right-of-Way

No impacts associated with this project.



## Cultural Resources

No adverse effect to an historic rail line on top of the vertical cut slope north of I-80.



# NOISE ABATEMENT PROCESS

As part of this project, UDOT is evaluating noise impacts along I-80 in the project limits. If the department determines that noise abatement measures are warranted based on noise impacts, benefitted receptors\* will have the opportunity to vote on their preference for a wall.

## How does balloting work?

- ▶ UDOT considers viewpoints of Property Owners and Residents - Property owners and residents (non-owners) are balloted to determine the desire for noise walls.
- ▶ Ballots are sent to:
  - ▶ All benefitted receptors\*.
  - ▶ Receptors that border or that are directly adjacent to the end of a proposed noise wall that are not, by definition, benefitted by the wall are balloted.
- ▶ 75% of ballots mailed must be returned.
- ▶ Walls will only be recommended if 75% of votes returned are in favor.

### WHO IS A BENEFITED RECEPTOR?

\* A benefitted receptor is one that would receive a reduction of 5 dB(A) or more as a result of noise abatement.

*Noise balloting is scheduled to begin in mid- to late May 2017.*



# NOISE ABATEMENT MAP





# PROVIDE FEEDBACK

**Hotline:** (888) 528-WORK

**Email:** [renovatei80@utah.gov](mailto:renovatei80@utah.gov)

**Website:** [udot.utah.gov/renovate-i-80](http://udot.utah.gov/renovate-i-80)

*We will be accepting comments on the project through April 26, 2017.*



# VERBAL COMMENTS

# ACCEPTED HERE